J. Taber.

Hawser Clamp.

No. 63.

31,067.

Patented Jan. 1, 1861.

Fig: 1.

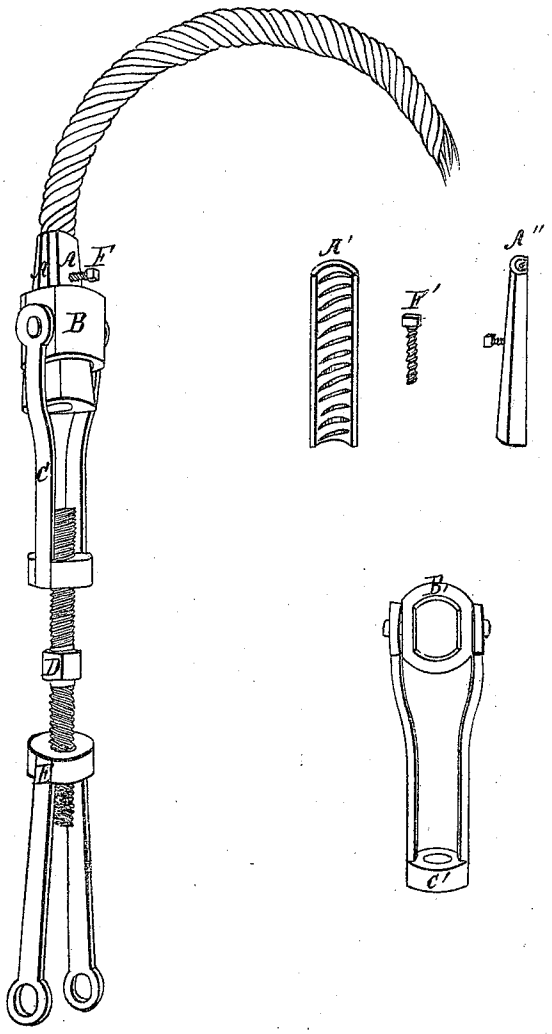
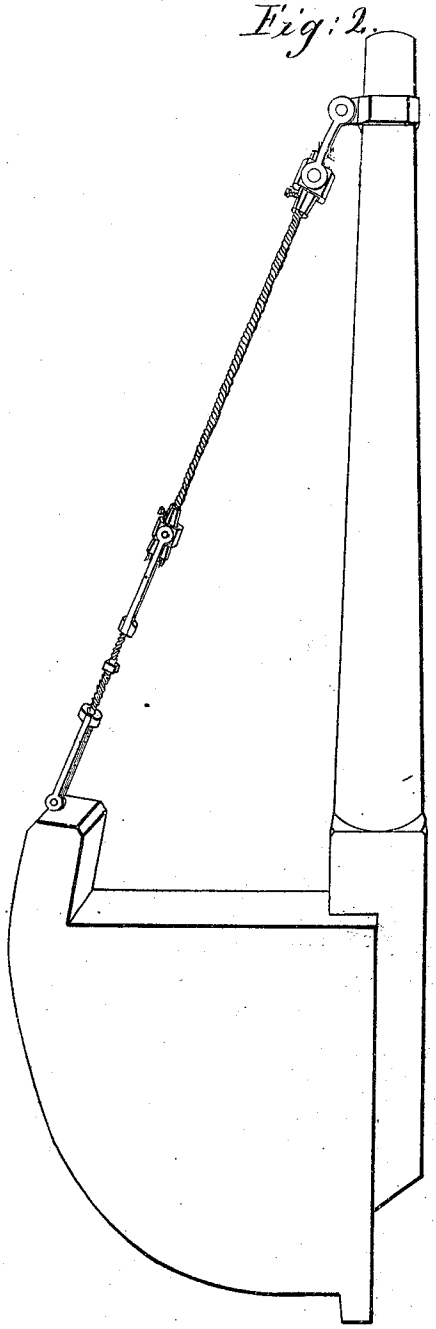


Fig: 2.



Witnesses.

Chas. L. Crosby

Chas. E. Philips

Inventor.

John Taber

N. PETERS, PHOTO-LITHOGRAPHER, WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

JOHN TABER, OF BANGOR, MAINE.

ATTACHING THE SHROUDS OF SHIPS.

Specification of Letters Patent No. 31,067, dated January 1, 1861.

To all whom it may concern:

Be it known that I, JOHN TABER, of Bangor, county of Penobscot, and State of Maine, have invented a new and Improved Mode of Setting Up the Standing Rigging upon Ships and Vessels; and I do hereby declare that the following is a full and exact description thereof, reference being had to the accompanying drawings and to the letters of reference marked thereon.

The nature of my invention consists in securing the ends of the standing rigging without the use of dead-eyes and lanyards, and when applied to the upper end of the shrouds firmly securing them without the cumbersome loop passed over the mast head.

To enable others skilled in the art to make and use my invention I will proceed to describe its construction and operation.

It is made of iron or any other metal sufficiently strong.

In Figure 1 A A is a wedge shaped tube split longitudinally (making two semi-tubes) grooved on their inner surfaces and made smooth on the outside. The tapering form is confined to the outside. The diameter of the aperture is uniform. B is a strong sliding clasp around the wedge shaped tubes of sufficient size to pass over the smaller end of the tubes when placed together, but not large enough to pass over the larger end of the same, and is made tapering in its bore to correspond with the taper of the tube it surrounds. C is a nut with double straps riveted to the clasp B. D is a double screw, right and left screw, (square in the middle where a lever may be applied) passing through the nut C and through the nut E. E is a nut similar to C having its two iron straps attached to the chain plates or to the vessel. F is a small screw to be screwed into holes made at intervals in the tubes A to keep the clasp B in its place. A′ is a front inside view of one of the grooved semi-tubes. A″ is a side view of the same. B′ is an end view of the clasp B attached by the straps to the nut C′. F′ is the small screw to be put into the holes made for it in the semi-tube.

Fig. 2 represents a section of a vessel and the lower mast with my invention applied to each end of a single shroud.

My invention for securing the upper end of a shroud or other standing rigging is the same as for securing the lower end excepting that the position is reversed. To secure the upper end of the shroud to the mast head by dispensing with the usual loops over the mast head, I put an iron band of sufficient strength around the head of the mast containing a number of projecting eyes corresponding to the number of pieces of rigging to be attached thereto. To one of these eyes is attached the clasp B around the tubes A by metallic straps.

The method of using and the operation of my invention being the same at each end of a shroud or other piece of standing rigging I will describe the method of applying it to the lower end of a shroud. This will be sufficient to enable any one to learn its application and operation under any circumstances.

The upper end of the shroud being secured to the mast head, and the nut E being secured by its straps to the chain plate, and the screw D turned through the nut E, and the clasp B by means of the other nut and straps C screwed into the other end of the screw D, I pass the end of the rigging through the clasp B far enough to allow me to place the semi-tubes A A on the one and the other side of the rope below the clasp. This brings the smaller end of the tubes below the larger end of the orifice in the clasp. Then I slip the clasp over the tube and drive it down with force and apply all the power necessary to tauten the rigging to the clasp B by means of the screw D or by any other power. The semi-tubes (or jaws as they might now be called) being tapering and smooth on the outside the greater the power applied to slide down the clasp the more firmly will the rigging be grasped. The size of these tubes or jaws is to be graduated by the size of the rigging to which they are applied, and should be of such a size as to permit all needful pressure upon them without their sides coming in contact when clasping the rigging. After the rigging is set up the screw F may be screwed into the outside of the tube to keep the clasp in its place in case the rigging should get slack in a gale of wind and slat badly and endanger the driving up the clasp toward the smaller end of the tube or jaws. After the rigging has been once set up and again become slack a few turns upon the double screw D will probably tauten it sufficiently. If it will not it will be easy to

loosen the clasp, draw out the semi-tubes, place them farther from the end of the rigging and again secure them as before with the clasp.

What I claim as my invention and desire to secure by Letters Patent is—

The combination of the tapering semi-tubes A A as constructed, with the clasp B, and right and left screw D, operating as set forth, and for the purposes described.

JOHN TABER.

Witnesses:

CHARLES E. PHILLIPS,

CHAS. S. CROSBY.